



CLEVER BOY

Vol. III No. 7 July 2020

EXTRA! - EXTRA!

Read All About It!

4 more pages in this issue

**Hours of information and entertainment
IN THIS ISSUE— 14 Pages**

VETERAN AND NAVY NEWS

- ◆ Blue Water Navy & Agent Orange benefits update
 - ◆ VA Mission Act details
 - ◆ VA Medical benefit eligibility
 - ◆ **HEADLINE NEWS**—Summaries of info found on the 'net.
- ⇒ **BINNACLE LIST**
- ⇒ **SURFIN' SUBMARINER**—Links to Web Sites of Interest



**Movie Night
in the After Battery**

- ⇒ **MAILBAG**
- ⇒ **ETERNAL PATROL NOTICES**



READER'S PUKA

Online readers—

Be sure to follow the many clickable links for tons more info and videos.

HEADLINE NEWS

Navy SEALs to Launch New Submersible from Bigger Sub off Hawaii-

6 Jul 2020 The Honolulu Star-Advertiser -- SEAL Delivery Vehicle Team 1 at P.H. has operated older Mark 8 delivery vehicles, and are slated to be replaced one-for-one by the newer, slightly larger and 4, 000-pounds-heavier Mark 11 deployed from Virginia-class subs. <https://www.military.com/daily-news/2020/07/06/navy-seals-launch-new-submersible-bigger-sub-off-hawaii.html>

India Did Major Damage to a New \$3 Billion Submarine By Leaving a Hatch Open (Apr2019)—

This put the country's first nuclear-missile submarine, the \$2.9 billion *INS Arihant*, out of commission in the most boneheaded way possible. <https://nationalinterest.org/blog/buzz/india-did-major-damage-new-3-billion-submarine-leaving-hatch-open-52292>

A Deep-Diving Sub. A Deadly Fire. And Russia's Secret Undersea

Agenda. 20Apr2020 NY Times— story of *Losharik*, a mysterious deep-diving Russian Submarine, capable of 20,000 feet?, and it's fire, sinking and death of the 14 crewmen on 1 July 2019. <https://www.nytimes.com/2020/04/20/world/europe/russian-submarine-fire-losharik.html>
(submitted by Alden Chace LT on 302 '63-65)

USS Ford Aviators Counseled After Wearing Patch Depicting a Bat as 'China's Newest Carrier' 26Jun2020

Half of the patch, according to a photo on Twitter, included the aircraft carrier's logo with the words "America's Newest Carrier" and "Integrity at the Helm." The other half, however, depicted an image of a bat with the words "China's Newest Carrier," a reference to one theory about the origins of the novel coronavirus. <https://www.military.com/daily-news/2020/06/26/carrier-aviators-counseled-after-wearing-patch-depicting-bat-chinas-newest->

USS SABALO SS-302

BALAO CLASS

DIESEL-ELECTRIC SUBMARINE

IN COMMISSION:

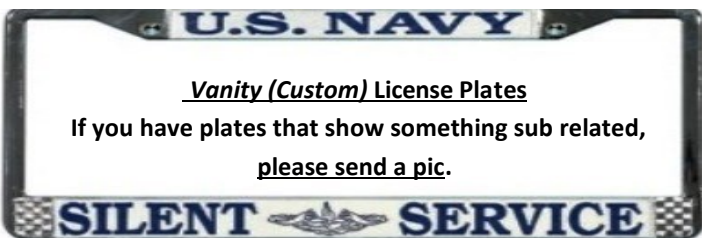
1945-46 & 1951-71

**A Proud Workhorse
of the Fleet**

*She made her missions.
We did our best.
We served our country.
This has been done.*



ROLLING OUT THE LATEST- 10 April 2020 - Groton, CT, General Dynamics rolled out the Virginia-class USS Oregon (SSN-793) from the main construction building at the Groton shipyard in the early hours of Friday the 10th. She is the 2nd boat in the Block IV series; was christened 5 Oct 2019. [as reported in ~~The Day~~ 13 Apr]



Vanity (Custom) License Plates

If you have plates that show something sub related, please send a pic.

Left Chris Sanborn, EN3(SS/DV) on 302 '67-68

Right- Art Clement, TMSN-2 (SS/DV) on 302 '59-62



"When Ships were made of wood....

Circulating on the internet:

The **U.S.S. Constitution (Old Ironsides)**, as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum ." Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine .

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland . Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.



ANALYSIS by CB editor—

Typical Navy story - full of bull shit. Good thing who ever made up this story wasn't figuring the compensation/ weight and balance of the Sabalo.

The Constitution displacement is currently quoted as 1,576 tons, with a length of 175 feet at the waterline. For starters: 48,600 gal fresh water weighs 200 tons; 79,400 gallons of rum weighs

317 tons - both not counting the barrels/kegs. The smallest cannons are 24 pounders, so that's 88 tons of shot. Throw in the 8 small boats, the full complement of 450 men and some food and she would tip right over before leaving the dock.

If the rum barrels were 30 gallon, that would be 2,646 and the water barrels would be 1,620 if the same size. Just where would the "475" men fit (forget the weight of the barrels themselves) if there were that many barrels on board a ship of 175 feet in length? (She didn't have saddle tanks like 302). With a complement of 450 men (the listed capacity), and on that first leg of the trip to Jamaica lasting 71 days they supposedly consumed all the rum, **that amounts to a couple ounces less than 2 1/2 gallons per man per day. We would have to assume the navigator was a teetotaler or they never would have found the place.**

stats from: https://en.wikipedia.org/wiki/USS_Constitution

During the Virsus Lockdown: Marijuana is low legal and haircuts are not. It took fifty years, but the hippies have finally won.

In the Past- The China Fleet Club. It's all history now, and with the takeover of Hong Kong by China, the only thing left is reminisces. For those who may have visited it, and have some old memories, here's a piece about it sub mitted by Fred Holcomb: <http://www.gunplot.net/chinafleetclub/chinafleetclub2.html>

In the Past- We all know why it's called the 'Silent Service', but the fact that submarine operations are rarely in the news is demonstrated by even those of us who have served. How many readers can relate any knowledge of the 36 accidents involving submarines since 2000 including sinkings, groundings, collisions and fires? This list has clickable links to each one:

https://en.wikipedia.org/wiki/List_of_submarine_incidents_since_2000



**No matter where you travel
When you meet a guy who's been in
There's an instant kind of friendship
'Cause we're brothers of the 'phin.**

CLEVER BOY is a privately authored and published newsletter of the **USS Sabalo Association**. The Association is an informal group for the preservation of the submarine's history, the assemblage of the list of all who served in her, chronicling her exploits and missions, and celebrating the memories of those who manned her. "Clever Boy" was the radio call sign for Sabalo, and NXYO was her flag identification code.

CLEVER BOY is currently distributed via online and hard copy to over 300 veterans of the U.S. Navy submarine, USS Sabalo SS-302.

PLEASE NOTIFY THE EDITOR OF ANY CHANGES OF ADDRESS EITHER USPS OR EMAIL.

If you can no longer receive email, please remember to communicate so that you can be switched to receive a hard copy. The cost of those who receive hard copies is supported by donations. *If you have no interest in this newsletter, please communicate so funds can be conserved.*

<http://ussabalo.org>

The Sabalo web site has much information about the men who served in her, and the ship details and exploits, and copies of past *Clever Boy* newsletters beginning from 2009

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QMC(SS), Ret. Abd 302 Jul66-Feb70
(Final Patrol-Apr 2018)

FEEDBACK NEEDED—Your editor searches far and wide for topical info to pass along. If you see some cool stuff, send it in for inclusion.

Our nuclear submarine force has become the predominant naval power along with carriers, and as such generates a lot of news. It

would be impractical to include it all in our newsletter. Taking advantage of the internet technology, many clickable links to interesting material found on the 'net from various sources are included for those who view the *Clever Boy* newsletter online.

IF YOU LIKE THIS STUFF SEND AN EMAIL LETTING ME KNOW.



RECENT DONORS

(with rank/rate and dates aboard 302)

Burtner, Ken

YN1(SS) Nov61-Aug63

Dunnagan, Jerry

EN2(SS) Mar61-Jan63

Dan Gross

EM1(SS) Feb70-Apr71

Huckfeld, Larry

YN3(SS) Aug60-?61

Hudson, George

IC2(SS) Jun69-Mar70

Longenecker, Don

QM3(SS) Dec51-Oct54

Losby, Harold

ENCS(SS) Dec65-Feb70

O'Reilly, Paul J.

EN3(SS) Jan62-Oct63

Potts, James

EN3(SS) Dec58-Nov60

Schneider, Michael

LT Oct63-Sep65

Trinidad, Enrile

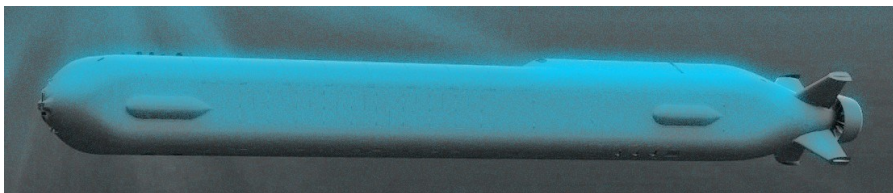
EM2(SS) Feb64-Nov66

MORE HEADLINE NEWS

Could This Be the Future of Navy Submarines? —

The National Interest—24Jun2019

The Navy is planning to launch a massive, 50-ton undersea drone to expand mission scope, increase attack options, integrate large high-tech sensors, further safeguard manned combat crews and possibly fire torpedoes -- all while waging war under the ocean surface.



Looks like a torpedo, but weighs 50 tons

The 50-ton *Orca*, which would not fit in a submarine launch tube, brings an unprecedented sensing, endurance and attack advantage. The Navy has finished its Critical Design Review of the Orca, called an Extra Large Unmanned Undersea Vehicle and begun construction, Capt. Pete Small, Program Manager for Unmanned Systems, Naval Sea Systems Command, said in early May at the Navy League's Sea Air Space symposium.

Earlier this year, Boeing was awarded a \$43 million deal to build four Orcas. Boeing's XLUUV Orca is based upon its Echo Voyager and Echo Ranger undersea drones. The Echo Ranger is an 84-foot long, massive underwater drone able to reach depths of 11,000 feet and hit ranges up to 6,500 nautical miles, according to Boeing data. The drone has obstacle avoidance, sensor carrying capacity of up to 34-feet, autonomous buoyancy and Synthetic Aperture Sonar, Boeing data states.

Initial applications for the Orca include land-launched operations as a key step toward surface and undersea launches, Small said. Presently too large to be launched from a submarine or ship, for now, the drone is primarily launched from a land dock. Read more:

<https://nationalinterest.org/blog/buzz/photo-dangerous-it-could-be-future-navy-submarines-63956>

When asked what I did to make life worthwhile in my lifetime... I can respond with a great deal of pride and satisfaction, "I served in the United States Navy." JFK

DEEP DIVES & STEEP ANGLES

In the last issue it was mentioned that there would be a piece about some 'Steep Angles & Deep Dives'. There are at least three reported incidents where Sabalo had steep down angles resulting in at least part of the boat exceeding test depth. This is one of them as remembered by a few of the crew.

Early History- Sabalo was one of those boats built during the Second World War, but it was somewhat unique in that it took two years to build the boat. Her keel was laid in June of 1943 and it wasn't until June of 1945 that she was commissioned. Cramp Shipbuilding Company of Philadelphia took two years to construct the submarine. Her sea trials were conducted in Chesapeake Bay and off the Cape. By the time she was ready for an assignment the Second World War came to an end.

In June of 1946 she was decommissioned and placed in reserve in Kittery, Maine. It looked as though Sabalo, with its delayed start, would be one of those expenditures that never resulted in a contribution to the fleet. Then the North Koreans over-ran the Korean peninsula and America again geared up for war.

In June of 1951 Sabalo was recommissioned and her crew trained hard during July to bring Sabalo up to operational standards. She was assigned to Pearl Harbor which suited her crew just fine arriving in the Pacific in September of 1951. Sabalo immediately went into drydock where she underwent a conversion to a fleet snorkel configuration. After coming out of the yard she performed services and in late 1952 made her first WesPac cruise. She returned to Pearl in June 1953, but went back to WesPac in November of 1954.

The story –
USS SABALO (SS-302) November, 1954

Orval "Casey" Johnston, CS3 was finishing the last remains of the evening meal cleanup when the Sabalo tipped forward into an unusually steep dive. Pots and pans began to slide, then to crash onto the white tiled deck of the galley. He braced himself and wondered what was going on in control. In the forward torpedo room all had been routine on the surface transit to the western Pacific. Sabalo kept the ship rigged for dive and each morning and evening dove the boat to verify its trim. On this particular night the boat dove to periscope depth; a routine that the crew had become accustomed to. Except that on this evening dive something went wrong.

The executive officer was addressing those who had assembled to see a movie in the forward torpedo room. While the electrician threaded the projector with a John Wayne western the exec briefed the crew on the drills that were to be run on the following day. The men in the forward room were attentive to the exec's words when the Bendix sword to the SJ sonar blew out from sea pressure. The loud bang sent the sonarman leaning against it, flying into the officer's head door.

Sea water blasted into the rear of the compartment. There was a mad dash by many of the men toward the water tight door at the after end of the compartment, but Torpedoman Second Class Bill Croff slammed the door shut. He dogged it, then shut the bulkhead flappers. He cranked open the 225 pound air salvage valve to the forward torpedo room as the water spewed about the room and into the bilges. As the weight forward quickly increased and the subsequent down angle increased the movie projector rolled downhill into the tubes narrowly missing the executive officer. Since the 7MC switch had been turned off in preparation for the movie it took a bit of time before control realized what was happening. The exec grabbed the sound powered phones and reported the status of the compartment to control.

The diving officer immediately starting pumping forward trim to after trim, but this was not enough. The angle kept increasing. Sabalo had the fleet type's broad deck and its effect on the angle was far greater than the planes which now were on full rise. In the forward room the increasing

air pressure was taking effect and the water, now up to the deck plates was holding. The free surface of the water in the bilges surged to the forward end of the forward torpedo room. The executive officer and those near the torpedo tubes watched the water sloshing between the tubes.

A torpedoman slipped on the deck plating, crashed through the movie projector and slid down into the water between the tubes. He had broken his leg and other crew members pulled him up and pushed him into a bunk.

The diving officer blew bow buoyancy tank while the captain in the conning tower rang up an all back emergency bell. By now the angle was over thirty degrees.

Casey Johnston leaned around the galley entrance and looked into control. He saw the auxiliaryman with his feet braced against the gyro table securing the blow to bow buoyancy. It seemed to Casey that the angle was staying about the same. At this point the boat was passing its test depth still with a big down angle.

The drain line connection to the trim and drain system was opened in the forward torpedo room. The trim manifold operator lined up to pump the forward torpedo room to sea. The pump wasn't very effective at Sabalo's depth having to run its stages in series rather than parallel. Still, anything was better than nothing.

The captain ordered the forward group blown, then after a few seconds ordered all main ballast tanks blown. The boat was still very heavy forward, heavy overall.

With the ballast tanks nearly dry the boat's angle slowly came off and a small up angle leveled the water in the forward torpedo room. Sabalo seemed suspended at a depth that some remembered as being around six hundred feet. Bill Croff remembered the depth as being about 480 feet.

The captain went ahead standard and the screws began to drive the submarine toward the surface. Now the ship's hull played in harmony with the planes and the boat's depth began to quickly decrease. At three hundred feet the trim manifold operator switched the drain pump to parallel and the water in the forward torpedo room receded so that men could enter the bilges and try to cap off the Bendix head.

When on the surface the pressure in the forward torpedo room was slowly reduced by cracking a vent valve in the escape trunk. It took about an hour for the atmosphere to equalize.

Casey Johnston in crew's mess cleaned up the galley and mess decks. In conversations during the next few days there was divided opinion about the angle and maximum depth of Sabalo. Some said it was forty degrees down and seven hundred feet, but most said it couldn't have been much more than five hundred feet.

After that tour of duty in WesPac Sabalo was transferred to San Diego where it served for the remainder of its days.

From: **STEEP ANGLES AND DEEP DIVES**,
 Pub. By Submarine Research Center,
 US Submarine Base, Bangor, WA, 2004, pp. 51-53

CB Editor's comments:

The last statement is incorrect: Sabalo did not make San Diego her home port until April 1967.

Also, about the length of time that Cramp Shipyard took to complete Sabalo: Late in WWII subs were being built in four locations: Portsmouth, Mare Island, Manitowoc, and Philadelphia. Major components and installed systems produced by contractors were in high demand by all the shipyards and Cramp was held up in production because such things were not available at the timely stage of construction. As an example, the Sabalo left Cramp in 1945 and proceeded to Portsmouth where some of its electronics, including the radar were installed after the Navy took delivery.

Everybody has a plan, til they get punched in the mouth.

...Mike Tyson

FROM OUT OF THE TOMATO BOX

By Editor Jeff Owens

Not a day goes by, in which my mind doesn't slip away to those days on the Sabalo.

HAPPY BIRTHDAY USA !!

When was the last time you checked your listing on the Sabalo web site roster or the bio pages, or on DeckLog.com ? [Click here to go to the site](#)

One particular item needing review is If you had 12 yrs and rated gold stripes. The crow and chevrons are red by default. Please send me notice so I can correct. Also review your listing for other db corrections and additions—for instance, other ships or career info.

* * *

The search to find the whereabouts of each man on the roster continues. As time passes discoveries of previously unlocated Sabalo men may have their status on the web site changed due to recently finding data they had passed away a number of years past. This reflects not receiving notice in the past, or recent findings due to the info on the 'net continually expanding. If it's many years past, usually these men aren't listed in the **CB Eternal Patrol Notices**, so check the web site if you are looking for someone in particular.

Sabalo Stats As of 8 July 2020	Sabalo Database	Deck-Log.com
Total shipmates listed	1445	1450
Current Address or Email	303	
Known Deceased	783	783
Not located/ lost contact	362	

THIS IS A TEST- If you are reading this, here's what is asked: **Have you visited the Sabalo web site in the past six months?**

Please respond by email. This will provide two statistics: 1. How many are reading the CB. 2. Is the web site being checked for updates or info.

THANKS FOR TAKING A SEC TO SEND AN EML.

Bio Page Pics- As a long term project, I plan to add pics to the **Bio & Personal Info** listings from those in my files. I haven't been keeping up with revisions and many additional men to be added from my file info. If you would like to add a pic to yours, or maybe one for a shipmate—send them in. Don't see a listing for yourself? Then send me what you would like recorded for posterity. Use email attachment, or if you send me any photos via USPS, I will scan and return them with a DVD of the scans.

http://usssabalo.org/Bio_Main.html

Marking Time

"Old soldiers never die-- they just fade away."
....Gen, Douglas MacArthur

What's the meaning of the phrase ?



The proverb 'Old soldiers never die, they simply fade away' is a rather melancholic notion that, long after **they** have outlived the wars **they** fought, **old soldiers** are forgotten and their passing ignored.

The proverbial phrase is widely credited to Brit, J. Foley who is said to have copyrighted a song with that title in 1920. However, he was only 14 at the time, so the real author is not certain.

- ⇒ **Non-VA medical care**
- ⇒ **THE VA MISSION ACT**
- ⇒ **Agent Orange Benefits**

Exposure to Agent Orange has special meaning for Sabalo Vets who visited the Tonkin Gulf. Numerous incidences of rare and common cancers have been reported.

I have previously stated my willingness to aid any shipmate who needs help in determining your VA status or how to get benefits. Likewise I will offer what I can about filing a claim for Agent Orange related ailments. Remember that you do not need to be already registered in the VA system to get an evaluation. Rather than continuing to relate full details of any of these aspects in the newsletter, I will gladly help and discuss anything if you give me a call.

HOW MANY GUYS HAVE BEEN EXAMINED BY V.A. ?

I haven't heard of any men who don't already use the V.A. availing themselves of the free offer to be examined. Suggesting anyone in this category give it a try and report on the experience. How to: <https://www.va.gov/disability/eligibility/hazardous-materials-exposure/agent-orange/registry-health-exam/>

SCARY THOUGHT- What it comes down to is that for me to avoid corona virus I have to rely on the **common sense** of others.

Historical Look at WWII Diesel Boat Service

There have been many significant changes in the U.S. Navy Submarine Service since the WWII Diesel Boat Era. The following, with things about rank, ratings and uniforms, is the first part in a more varied account

Initially, there were only seven pay grades (actually eight). They ran from one to seven with Apprentice Seaman (AS) as one, Seaman Second Class (S2/c) as two, Seaman First Class (S1/c) as three, Petty Officer Third Class (e.g., MM3c) as four. Petty Officers Second and First Class as five and six. Chief Petty Officers were initially promoted to "seven A" for one year (Acting Appointment) and then to Chief Petty Officer as pay grade seven. There were no Master or Command Chief, etc. The "C" for Chief Petty Officers preceded the rate designation, for example, C.M.M., not MMC as today. For all of the seaman ratings, there was a comparable Fireman (F).

The Officer's rank structure has remained consistent with minor exceptions. During WWII, a five star Fleet Admiral rank was added and bestowed on Nimitz and King. No one promoted to that rank since WWII. Another thing there was no Commodore rank utilized. Officers were promoted from Captain to Rear Admiral (lower half) and hence to Rear Admiral (upper

half). The Rear Admiral (Lower Half) replaced the Commodore rank. As it is custom to call any Commanding Officer Captain, it also was custom to name a Submarine Squadron Commander "Commodore '.

Before WWII, an Apprentice Seaman's pay was \$21.00 per month. Pay increased in WWII with Apprentice Seaman to \$50 per month and around \$120 per month for a Chief. All personnel on Submarines got 50% added submarine money and 20% sea duty pay. Which added together, amounted to about 80% extra pay. If you were married and had dependents, your pay was reduced by \$28.00 per month; the U.S. Navy supplemented with another \$22.00, and your dependent was sent a monthly check for \$50.00.

Consequently, an Apprentice Seaman would get \$22.00 per month. However, enlisted personnel below pay grade four could not marry without the permission of their Commanding Officer. This was breached more often than observed, and many entered the service married.

At one time, the Navy Paymasters would pay personnel with \$2.00 bills, so that when spent, it would indicate to the local economy the impact of the service. Also, when being paid by the Paymaster on board a tender, you would line up with your "pay chit" to draw your pay. When you reached the pay desk, you would salute the Paymaster, put your fingerprint on the "pay chit," and draw your money. There was a posted pay list indicating what you had on the "books," and you could draw all or whatever amount you desired

Submarine and sea pay were a real boon especially when sea store cigarettes at six cents a pack and a bottle of beer on Bank St. was twenty-five cents. Later, when you came in off patrol, you would have that back pay and be really flush.

Due to the rapid expansion of every aspect of the U.S. Navy, if you could cut the mustard, promotions were forthcoming. Many a serving enlisted person commissioned (called mustangs) or advanced in rating because of the enormous need to fill billets in

new construction and replace casualties.

Classes at the U.S. Naval Academy graduated early. Personnel with special qualifications were coming into the service already rated or commissioned. You could see a Chief Petty Officer with no hash marks. These ratings were derided and called "slick arms" (no hash marks) or "Tajo" ratings by the old-timers. Some enlisted personnel commissioned as regular line officers, Warrant Officers, and Limited Duty Officers (LDOs) in specific areas. Such commissions initially were considered temporary with reversion back to their permanent grades after hostilities*

They created many specialty ratings. In their "Crow" specialty designator was a diamond with a letter inside, e.g., the letter "A" would be for a coach or professional athlete who would conduct physical conditioning, etc. Most, if not all, of these ratings ceased to exist with the end of the war. Some referred to these as "square knot" rates. There were right and left arm rates. Right arm rates were considered "Sea Going Rates" (B.M., Q.M. G.M. S.M., F.C., TM, etc.) and the "Crow" was worn on the right arm. Left arm rates were ancillary and were MM, Y, EM, R.M., MOMM, E.T., etc. Right arm rates were senior to left arm ratings. There was no Boatswain Mate Third Class they were called Coxswains.*

Seamen and Firemen wore a "watch stripe" round the right shoulder—white for seamen red for firemen. There was other colors of "Watch Stripes" for aviation, C.B.s, etc. Indication of rate was on uniform cuffs. One white/red stripe for AS/FA, two for S2c/F2/c and three for S1/c and F1/c. The present diagonal 1, 2, or 3 stripe(s), in color was originally for WAVE uniforms and after WWII were adopted for the present enlisted uniform and the watch stripe was eliminated.*

The "T-Shirt", a part of the enlisted uniform initially served two purposes. (1) It was to be worn without the Jumper on work details, especially in tropical locations. (2) It was meant to have the high white neckline to show in the "V" of the Jumper. Some personnel, to enhance the appearance would cut the tab off and wore the "T-shirt" backward for a better appearance especially if with age and washings it seemed to sag. The

popularity of the T-Shirt expanded into wide civilian, public acceptance after WWII and is now utilized, not only as an undergarment but as outerwear with various designs, logos, etc.*

There were no Silver Metal Dolphins for enlisted personnel. Enlisted personnel dolphins consisted of embroidered "patches". (white for blues; blue for whites) sewn on the right forearm. Silver Metal Dolphins for enlisted personnel weren't authorized until after WWII.

All enlisted personnel wore embroidered "patches" as distinguishing marks e.g., if you were a designated striker you could wear the insignia for that specialty on the left upper sleeve. Other distinguishing marks for enlisted personnel were "patches" on uniforms, e.g., an Expert Lookout wore binoculars, a diver a divers helmet (with M for Master or degree of qualification indicated on the chest section of the helmet. These were worn on the right upper sleeve and there were many of them. One "perk" that has persisted is the wearing of gold rating insignia and hash marks for those with 12 years of good conduct. Chief Petty Officers merely pinned their fouled anchor hat insignia to the front top of their hat covers.

—Continued on pg 10

"The Lament of a Non-Qual"

Ernest "Larry" Hall reported aboard Sabalo on 29 Sep 1966 as an FA fresh from Sub School. Here's his story:

I was assigned to the Sabalo while it was undergoing a full overhaul of its engines while in dry dock at Hunter's Point. The engines had been removed from the boat by cutting large holes in the hull and placed in a warehouse in the shipyard to facilitate the overhaul. [During examination two were found to have cracks in the block and a worldwide search was initiated to find two replacements for the rarer 9 cylinder Fairbanks-Morse engines.-ed.] The search eventually found two replacements in a storage facility in Alameda.

During the yard period the qualification requirements were scheduled for one system drawing to be submitted each week to maintain the program currency.

A few weeks later I was assigned to mess cook duties. (Definitely better than doing it while at sea.) While mess cooking I did get a couple weekends off, so I flew to Reno to be with family. An E-2 back then made \$110 per month, but flying military standby to Reno was only \$14. On one trip, coach seats were full and I was given a seat in 1st Class. There were only two others beside myself. They were Dan Blocker and Loren Green (Hoss and Ben Cartwright on Bonanza). They were dressed just as they walked off the set. That made my day!

Several weeks later the dry dock was flooded and we tied up alongside a pier for detail work. This was followed by sea trials. As I recall, we made incremental depth changes at small angles going down to test depth. At some point a check of the torpedo tube outer doors revealed a serious leak and an emer-

gency surface was ordered. Watertight doors were slammed shut and up we came. These WWII boats had a 30% reserve buoyancy - a big plus in this event. A later examination revealed that one of the gaskets had been improperly installed.

A WesPac was on the horizon and we were warned to finish qualification requirements. We departed San Diego in July '67, and on our first leg to Pearl Harbor, I had my birthday two days before arrival, and when we got there I had my first legal drink.

Now that the boat was cruising I learned from real experience about the engines while performing my duties in the engine room. While making standard speed on 2 engines [about 10-11 knots on a good day if I remember - ed.] our fuel mileage was about 20 gallons per mile. With respect to maintenance need, when snorkeling during long transits, the engines are strained due to the increased back pressure. This caused cracks in the cylinder heads which needed frequent replacement. Major maintenance was at 2000 hour intervals. We



pulled the lower pistons and installed new ones at 4,000 hours and we did complete engine rebuilds. In my opinion, the maintenance performed, which kept us fully operational the whole WesPac, was instrumental in our getting the *Efficiency "E"*.

[In my memory during that deployment, we did a lot of running 'Full-on-Four' on the surface, and we never had any big problems that lasted long before the Engineman got things fixed. Thanks for your recollections, Larry. — ed. Jeff]

In the Jargon Department –

MAYDAY- "Mayday" is the internationally recognized voice radio signal for ships and people in serious trouble at sea. Made official in 1948, it is an anglicizing of the French *m-aidez*, "help me".

Pea Coat- Sailors who have to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth -- a heavy, course, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket -- later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

Wallop- When the French burned the town of Brighton, England, in the 1500s, King Henry VIII send Admiral Wallop to retaliate and teach the French a lesson. He so thoroughly wrecked the French coasts, that ever since, a devastating blow is said to be an "awful wallop."

⚙ Surfin' Submariner

Online *CB* viewers can use these clickable links or others can find these sites online using the URL

Russia's Carrier On Fire - What Is Next For the Ship? ...Russia's only carrier, the *Kuznetsov* had a serious fire on 12 Dec 2019 injuring as many as 12 crew members and killing at least one person. Estimates for repair are about \$1.5 billion. Navy Times report: <https://www.navytimes.com/news/your-navy/2019/12/13/fire-sweeps-russias-only-aircraft-carrier/> & <https://www.youtube.com/watch?v=t1b2xR7i3Jo> (11:06 min vid)

BLUE WATER NAVY—AGENT ORANGE UPDATE

Sabalo Muster Lists Now Online

It was previously relayed that the Mission Act initiated a very large influx of new claims for VA disability benefits, and this along with another large number of previously rejected claims being renewed caused a swamp of the investigating department charged with verifying the service details of which ship a claimant served aboard and where that ship traveled during the period between January 9, 1962, and May 7, 1975.

Accordingly, the National Archives was directed to begin digitizing the deck logs and personnel records to facilitate record references other than using the existing microfiche storage with its limited access. This report of June 2019 tells about some of the plan: <https://www.archives.gov/news/articles/students-create-tool-to-help-navy-vietnam-vets>

As part of the resources I have used to find Sabalo vets I use Ancestry.com. Specifically the group record source: *U.S. World*

War II Navy Muster Rolls, 1938-1949. This has been augmented with a new group: *U.S. Navy Muster Rolls, 1949-1971.* I just recently came across the latter which is an incomplete construction. To date, the Sabalo records only extend from 1949 to 1963. I expect the appearance of this 2nd group is a result of the Archives progress with the digitization plan. (Not mentioned are records of any other ships post 1971. For a brief period of Sabalo records this is the case, because that was the time when the Navy began using Social Security Numbers instead of a USN service number. It's very problematic how this will be handled.)

I hope to have some time to thoroughly review the new data sets and check for any men who may have been missed during all of my previous research. They will likely be a few, but only short-timers aboard because in my collection of muster lists, the minimum I have for any year is two quarterly reports. Most years 3 or 4.

Standby for any revelations when and if more Sabalo vets are added to our database.— ed.



Reader's Puka* - Book recommendations and reviews— *{send in yours for sharing}* may be available from many outlets including eBay, [Amazon](#), [Barnes & Noble](#), [ChristianBooks.com](#), [Books-a-Million](#), [Church Source](#), [Kobo](#), [IndieBound](#) and [Audible.com](#).

No reading or suggestions for this issue—too busy with home projects. Send some of your own for next issue.

MEET YOUR SHIPMATE

Joslin, Lester Merel "Joz"

QM1(SS) On board Sabalo Jan 58-Dec 60

QMCS(SS), Ret. 1976, 34 yrs service

b. 30 May 1924; d. 17 Nov 2007

Last Residence: Crestview, FL

Marr: 22 Dec 1944; Wife: Virginia F. Eaton (d.2006)

Enlisted USN 6 Jul 1942— WWII, Korea & VietNam Vet

Also served on: BB-43 (3+ yrs WWII as SM3); Thomas A. Edison SSBN-610B Jan61-Aug63 QM1; John Marshall SSBN-611G May 65-Oct 66 QMC; Sea Wolf SSN-575 Oct 66-Jan 67; Skate SSN-578 Jan67-Sep71 QMCS COB; Flying Fish SSN-673 Sep71-Oct73 QMCS COB; Guided Missile Sch, Dam Neck, VA Sep63-Apr65; SUBDEVGRU2, New London Nov72-Apr76; Abraham Lincoln SSBN-602

Navy and Marine Corps Achievement Medal 13 Nov 1972 & 9 Nov 1973



1945- Lester Joslin Receives. Citation for Services

Word has been received in Prineville [Ore.] this week that Lester Joslin, Signalman 3/c, United States Navy, has received a citation "for excellent service". [his wife] Mrs. Joslin is the former Virginia Eaton, daughter of Mr. and Mrs. M.D. Eaton of Prineville.

The Citation follows: "USS Tennessee, c/o Fleet Post Office, San Francisco, California. The commanding officer commends Lester Merel Joslin, Signalman Third Class (T)V6, United States Naval Reserve, for services as set forth in the following citation: For excellent service in the line of duty during an air attack, on 12 April 1945, in which a Japanese suicide plane crashed into his ship. By his prompt and efficient action, he contributed materially in minimizing the damage to his ship by fighting, and extinguishing fires in the damaged areas. His conduct gives evidence of his value to the naval service."

Blue Water Navy Association

<https://www.bwnvva.org/>

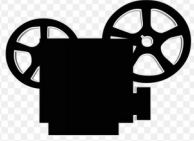
Check for updated news from this group, a prime watchdog and promoter of topics regarding VA benefit recognition of Agent Orange exposure.

SHIP'S STORE — Battle Flag poster procurement still in process.

https://ussabalo.org/Ship's_Store.html



Movie Night in the After Battery



In the last *CB* a movie about Hitler trying to kidnap Churchill was featured. Here's one about a reverse scenario: **Get Göring - The US Mission to Capture Hitler's No. 2**
<https://www.youtube.com/watch?v=pkC7fTVbWck>

America's Secret Weapon to Fight China— a rundown on the Ohio Class.(10 min vid dated Sep2019) <https://www.youtube.com/watch?v=agkOAKiRWD4>

60 Years Ago, a Submerged Submarine Circled the Globe for the First Time 25Apr2020- In 1960, the U.S. Navy conducted a landmark exercise in the history of submarine warfare. Under command of Capt Edward L. Beach, the nuclear submarine USS Triton circumnavigated the globe completely underwater. The route was a total of 26,723 nautical miles, though the sub actually sailed a total of 36,000 nautical miles in 85 days overall. (Article from *Popular Mechanics Magazine* with numerous photos and a 24 min vid.) <https://www.popularmechanics.com/military/weapons/amp32009109/operation-sandblast-sumbarine-circumnavigation/>

Australian Sub Nearly Owns US Navy- Comment from the blog: "Everything I've read about the Australian made Collins Class submarines says that they are noisy and unreliable POS. But here's one of them giving the US Navy a serious run for its money in a naval exercise." [Dated 2011, but interesting. Note female crew member and trickery of sound cues.—ed.]
<https://m.youtube.com/watch?v=d8Kv4rqR6RQ> (11:14 min vid)

WWII Boat Service Continued from pg 7... The black band and background for the anchor insignia was initiated after WWII. Officers did wear Gold Metal Dolphins as they do today.

On the enlisted dress white uniform the collar and cuffs were blue and were adorned with white piping. Officers wore swords for ceremonial occasions as they do today, but before WWII CPO's also had a cutlass for ceremonial dress occasions. Another uniform item that is now passé is the flat hat. Which had a ribbon that initially had the name of your ship, but this discontinued for security reasons and later only had **U.S. Navy** in gold on the ribbon. [Standby for another installment of this piece by Michael Skurat of the Cent. CT Chap of USSVWWII in the next *CB*]

EGGS TO ORDER

Louie Drost (from an email in jest, asked) **It's Father's Day and I am making breakfast for everyone. Does anyone know how much Vodka goes into scrambled eggs?** So I looked it up. You can scale this one to suit the number of guests:
<https://www.ice.edu/blog/scrambled-eggs-served-in-egg>

WHO KNEW? CHEERS !

2 large farm fresh eggs
 6 cups water
 1/2 cup creme fraiche
 1/2 cup heavy cream
 1 tablespoon vodka
 1 Meyer lemon

1 pinch cayenne pepper
 Fruity olive oil, to taste
 Maldon sea salt
 Caviar, for garnish
 Chives, for garnish

People will never know how far a little kindness can go.

—Rachel Joy Scott

* Navy Bean Soup

Clarence Wahlstrom TMC(SS) aboard 302 in '68 has asked for the original recipe he remembers and liked during his navy time. I think this may be the closest recipe out there. It's from the original Navy cook book of 1945, however that made 6 gallons. So I found online an adaptation by an old salt with a likewise fondness reduced to a quarter of the ingredients. Doesn't have step-by-step instructions, but if you're half a chef, you can figure it out.

Enjoy—ed.

Ham Stock:

2 small or 1 large ham bone
 2 gallons water
 1 chopped onion
 3/4 cup chopped celery
 1 and 1/4 cup carrot
 2 teaspoons salt
 1/2 teaspoon pepper
 1 bay leaf

Soup Preparation:

1.5 pounds Navy Beans
 1.25 gallons Ham Stock (above)
 1 onion, chopped
 1 large ham bone (optional)
 1/4 tsp. cloves



**THOUGHT FOR THE DAY— They say nothing is impossible.
 That's bullshit. I do nothing all the time and it's totally possible!**

WUHAN VIRUS REPORT [late June]

My thoughts go out to all those who told their wives, 'I'll do that when I have time.'

A man goes to his doctor and is told he has the corona virus. He says, "that's impossible, I have 2,000 rolls of toilet paper at home."

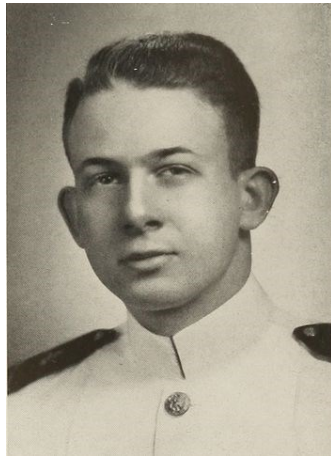


Among the many effects while in 'lock down', many have become addicts of online shopping. I was surfing for something to buy, and thought a new bathroom scale would be nice. I ordered one of them with a dozen different features, including a built in microprocessor, and it talks to you. The first time I stepped on it said, "Please practice social distancing. Only one person at a time on scale."

Coronavirus has turned us all into dogs. We wander around the house looking for food. We get told "No" if we get too close to strangers, and we get really excited about going for walks and car rides.

Dodging Virus, Navy Ships Break Record for Staying at Sea— ...USS

Dwight D. Eisenhower and USS San Jacinto were ordered to avoid all port visits. ..On the 25th of June, they notched their 161st consecutive day at sea, breaking the previous Navy record of 160 days. And they won't hit land again until they get home to Virginia later this year. <https://www.military.com/daily-news/2020/06/25/dodging-virus-navy-ships-break-record-staying-sea.html>

**MEET YOUR SHIPMATE****Stothard, Ralph Blake, LTJG on Sabalo ~52-54**

LT Ralph Blake Stothard, a jet pilot and former submariner, was killed 12 October 1959 in the South China Sea when his F4D Skyray plunged into the water after a catapult launching from the carrier USS Lexington. Stothard, son of Mr. and Mrs. Ralph Edwin Stothard of San Diego, was one of the very elite, few Navy men entitled to wear the wings of an aviator and dolphins of the submariner.

Left-USNA Class of 1951 Right-From the 1959 cruise book of USS Lexington (CV 16).

**On Being a Submariner**

While checking out at store the other day the youngster behind the counter, seeing my Submarine Veteran Hat, thanked me for my service. He opined that he didn't think that he could serve on a submarine. I replied "submarines are not for everyone".

The lady behind me stated "that's the best response I've ever heard. I guess it takes a special kind to serve on submarines".

I replied, "Yes it takes a healthy balance of intelligence coupled with insanity, integrity and a healthy dose of "I don't give a shit". Then borrowing from Dr.Joyce Brothers, I said "it's not bravery but an intense insight into our capabilities and the knowledge that every man on the boat can and will and do his job".

No, submarines are not for everyone. In the Old Navy of just 30++ years ago we made sure that the man standing watch next to us knew his job and did it well. After testing and trying him, forcing feelings like self-pity and sorrow out of him, he was left with confidence and pride.

When the hatch was shut and the boat slipped beneath the surface death would smile, but the submariner, full of pride and confidence, would smile back.

No, youngster! Submarines are not for everyone. Submariners are not a cut above, submariners are cut from an entirely different cloth. There are average sailors, but there are no average submariners. You're either qualified or you're not.

[author unknown, submitted by John Wade abd '68-69]

Life is Simple 

© submarinestore.com

...either you're qualified or you're not!

MAILBAG

Contact me for additional info.—Jeff

Via return post card **Dale Janke** (EN 56-59) verified his address in Alton, Illinois and a new email.

Dave Brower (RM 68-70) reports he has moved to Indianatlastic, FL

George "Pat" Byers (EN 68-69) sent some pics to be added to the collection. Hopefully, they will eventually get posted to the web site.

Update of personal info recd from **Philip Ken Jackson**-(ICFN (SS) while on 302 '60-62, left Navy as IC2(SS) off Patrick Henry SSB(N) 599B, later served as CWO2 (Marine Engineering Officer) in Army vessels and amphibious units; has moved to Amarillo, TX.

Along with notice of **CO Jess Cariker's** passing came a few photos. One is a 'mystery man' - can anyone ID?



A Man and a woman-

That's one of our most popular features by far.



Eml from **Dean Zobrist** (QM 69-71) 23Apr2020- [attached was picture of Phil Elder & Dave Brower on Waikiki (11/69). Pic was in PDF format and I can't convert to format for Publisher. Anyone wanting to see it send an eml—Jeff]

We went around the island and that night slept on beach on the north side. Spent some time with them on the beach in Hawaii and while on West Pac. Sorry to hear of Phil's passing. Even played some flag football with him on a boat team while we were at Mare Island. I was the new guy in the QM gang. Of course being a non-qual I spent time mess cooking and the seaman gang. Last newsletter Jim Barshaw was noted and we spent some time together. We drove up to Yosemite Park and spent the night sleeping in the car. Damn cold as I remember in October. I remember Jim having a green VW Karmann-Ghia.

Paul "P.J." O'Reilly (EN '62'63) relates his memory of reporting aboard: "I was climbing down the ladder into the after battery and Don Eppinette was below and grabbed my butt. I lowered my hand and held his hand there. The 6 witnesses sitting in the mess deck gave a roaring laugh." [Land lubbers probably will never understand all the grab-assing that went on. Certainly wouldn't fit in today's PC world—ed.]

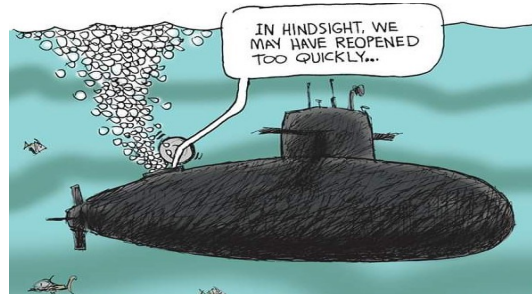
From **Larry Huckfeldt** (YN '60-61) ...saddened to learn of the passing of Wm. Downing. As a new YN3, he taught me well. He was a leadership role model which I followed my whole career. Our paths never crossed again, but I credit him for my success in the Navy and life. [abbreviated remarks from his eml 7 May.—ed.]

BINNACLE LIST

Send your health reports so shipmates can know how you're doing.

Ben Oles— (His full name is Merton Benjamin Oles. IC On 302 '67-69, he was "Gentle Ben" or just "Ben".) Via telcon relates that his main malady is Idiopathic Pulmonary Fibrosis. He continues to pursue the VA for treatment and disability compensation for Agent Orange exposure. "Mert is not doing very well at all, and I'm not sure he's got much longer, I can only pray for him at this point." as reported by his wife Judy.

John Wade— continues to report he is pursuing his claim with the VA



Toon From Rick Searles

≈ **BACK IN MY DAY**

"Devil to Pay" — Today the expression "devil to pay" is used primarily to describe having an unpleasant result from some action that has been taken, as in someone has done something they shouldn't have and, as a result, "there will be the devil to pay." Originally, this expression described one of the unpleasant tasks aboard a wooden ship.



The "devil" was the wooden ship's longest seam in the hull. Caulking was done with "pay" or pitch (a kind of tar). The task of "paying the devil" (caulking the longest seam) by squatting in the bilges was despised by every seaman.

In the early days of steamers the wooden ship guys were the old-timers. The newbies had to hear what it was like.

<https://www.rmg.co.uk/discover/explore/life-sea-age-sail>

Those who manned the diesel boats of WWII design and technology know the feeling of trying to tell how it "was in my day". The nukes and civilians can barely get a feel for the experience. Oh, There's the chance of taking a tour in one of the museum boats which still have that distinctive diesel aroma (stink), and some feel for the closeness of quarters. But there won't be the smell of air cycling in and out of the sanitary tanks or through the worn out charcoal filters on the inboard sanitary vents. There won't be the nervous anticipation of moderate or steep angles up or down with noises of things falling and hull creaks. Nukes hardly ever get the chance to experience being look-outs on the surface, and the experience of bridge personnel being nearly or completely submerged when the ship plows into a big wave. Or breathing heavy diesel smoke for hours as the ship runs downwind with exhaust being continually sucked into the boat. Then there's the altitude change with each dip of the head valve while snorkeling in rough seas. Even stunt pilots hardly go from zero to 7,000 feet (or the other way) as fast. Those who have snorkeled for days at a time know that your ear drums turn into 'crinkly wax paper' (to coin a phrase describing it). And not to be left off the list is the noise of 'full on four', or the 130 degree heat of making water using the stills. **-ed.**

IN MY DAY - T.I.N.S. by Jeff Owens

The 'Smell' - On my first WesPac I was advised that I should bring civies because that would be allowed in most liberty ports. The warning was to pack them in sealed plastic bags to avoid the inevitable permeation of diesel smoke odor into everything on board. I neatly packed two sets of shirts and pants as instructed.

The Sabalo hit my first foreign port, Yokosuka, Japan on 18 August 1967. After getting my first shave and shower after the long transit from Pearl Harbor, I broke out one of the bags of civies, and then was all fresh and ready to indulge in liberty call in the Far East.

Relying on the experience and protection of 'old salts' I was escorted to the port's most famous submarine hangout, **The Dolphin Club**. Properly introduced to a charming female by the

mama-san, and seated in a cozy booth with fresh beverages at hand, I began awkward conversation with the enchanting lady. Her first question came in the form of a 3 word Japanese, mixed-language phrase which I had to ask one of my shipmates what she meant. "*Sensagon sailor nay*", I heard. My shipmate across the table translated. She's asking if you are a submarine sailor, he said. What I had heard was the word in Japanese for submarine which is "Sensuikan". To put the question into proper English phrasing, she was asking, 'You are a submarine sailor, no?', the 'no' part meaning, tell me if I'm wrong in the assumption.

Well, even though I forgot it was after all **The Dolphin Club**, and pretty exclusively haunted by only sub sailors, I politely asked the beauty and my shipmate, 'how do you know?' She had no verbal reply. She simply pinched her nose with thumb and forefinger and rolled her head back. The insinuation, **-you smell- !**

"Experience is a hard teacher because she gives the test first, the lesson afterward."

...Vernon Law, MLB pitcher

Jeopardy — So this old sub sailor goes on the show and gets the ideal categories

WESPAC	USN	BEER	PORN	WHISKEY	SHIPS
\$200	\$200	\$200	\$200	\$200	\$200
\$400	\$400	\$400	\$400	\$400	\$400
\$600	\$600	\$600	\$600	\$600	\$600
\$800	\$800	\$800	\$800	\$800	\$800
\$1000	\$1000	\$1000	\$1000	\$1000	\$1000

★★★★★★★★★★★★★★★★★★★★★★★
 ★ "WITHOUT QUESTION, THE
 ★ GREATEST INVENTION IN
 ★ THE HISTORY OF MAN-
 ★ KIND IS BEER. OH, I
 ★ GRANT YOU THAT THE
 ★ WHEEL WAS ALSO A FINE
 ★ INVENTION, BUT THE
 ★ WHEEL DOES NOT GO
 ★ NEARLY AS WELL WITH
 ★ PIZZA."
 ★ ...Dave Barry, newspaper columnist
 ★★★★★★★★★★★★★★★★★★★★★★

Eternal Patrol Notices

Andersen, Harry Waldemar, Jr."Andy" d.7 Aug 2018 age 78 Brownville, NE was SOS3(SS) on 302 Oct59-Aug60
<https://www.weremember.com/harry-andersen/1u0u/memories>
<https://www.findagrave.com/memorial/193380386/harry-waldemar-andersen>

Bartsch, Robert Richard "Bob" d.4 Mar 2020 age 87 Hurst, TX was QMSN(SS) on 302 Dec51-Mar54, also on SS-567
 Obit- <https://www.legacy.com/obituaries/dfw/obituary.aspx?n=robert-richard-artsch&pid=195629577&fhid=17325>

Cariker, Jess Lee, Jr. d.1 Apr 2020 age 94 Clearwater, FL was CO—LCDR on 302 Dec62-Jan65, WWII Vet was RM3, USNA 1950, Ret. 1973 30 yrs serv., also was on AOG-50(WWII), DD-708, SSK-2, SS-524, SS-346(XO),
 Obit: <https://www.sunsetpointfuneralhome.com/obituary/Jess-CarikerJr>

Darrell, Charles George d.20 Oct 2019 age 89 Audubon, PA was LT on 302 Jan57-Feb60; also was on SSBN-602, SS-344-XO, SS-328-CO; also APA-44, DD-797; USNA 1952, Ret. CAPT Jun82.
 Obit: <https://www.familyfuneralcare.net/post/charles-darrell-captain-usn-retired>

Donovan, John Joseph "Jack" d. 13 Jul 2018 age 81 College Station, TX was LCDR-Navigator on 302 Jul68-?70; also was on SS-393 & 6 other boats; CLG-5 Obit: <https://www.hillierfuneralhome.com/tributes/John-Donovan>

Miller, James Gordon, Jr. d.7 Jul 2018 age 84 Ingleside, TX was EM3(SS) on 302 Nov59-Aug61, also on APA-220

Nugent, Francis Edward "Frank" d.4 May 2019 age 89 Chesapeake, VA was RM3(SS) on 302 Jul51-Jan52 ; later RMCS(SS), then LTJG Ret. Feb '68, also was on boats 310, 401, 523, 315, 338, 423
 Obit- <https://www.grahamfuneralhome.com/memorials/Nugent-Francis/3825832/>

Pierce, Stephen Michael d.8 Apr2020, age 74, Abilene, TX, was STS2(SS) on 302 Aug68-Aug69, later STCS(SS), Ret. 1987 24 yrs serv., also was on SS-340(Q), SSBN-655, SSBN-600, SSBN-601, SSN-680
 obit w/pic <https://hamilfamilyfuneralhome.com/tribute/details/3300/Stephen-Pierce/obituary.html>

Raymundo, Jose Cajas d.14 Sep 2017, age 88 Waipahu, HI, was TN(SS) on 302 Oct56-Jul57; later SD1(SS); also on SS-567, SS-242, AGSS-569, SSBN-640

Robinson, Robert Lee d.6 Dec 2018 age 90 Reno, NV was EN1(SS) on 302 Dec52-Jul53; later ENCS(SS), also on subs: 391, 401, 563, 274, 282, USSVI member

Smith, Jerome d. 4 Oct 2019 age 81 Oakland, CA was YNT3(SS) on 302 Nov57-Jun58
 Obit: <https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=jerome-smith&pid=194152818>

Sowards, George W., Jr.d.20 Mar 2020 age 82 Fenton, MO was EN on 302 early58, later on SS-282(Q) as EN3(SS)
 Obit: <https://www.schrader.com/obituary/george-sowards-jr>

Tucker, Charles Ravell d.5 Mar 2020 age 83 Murray, UT was TM1(SS) on 302 Oct59-2q63; also on boats: 484. 421, 577, 337, 392, 480, 567; Ret. 1973 Obit- <https://www.legacy.com/obituaries/saltlaketribune/obituary.aspx?n=charles-tucker&pid=195619056&fhid=19573>

Whitten, James Perry d.29 Jan 2020 age 78 Oklahoma City, OK, LTjg abd for officr underway quals Feb 69, later LT & then CDR-USNR Ret. Sep '93; also served on SS-483, SS-274(Q)
 Obit- <https://www.legacy.com/obituaries/name/james-whitten-obituary?pid=195279567>

Williams, Nelson d.19Mar2020 age 86, Tacoma, WA, was SK2(SS) on 302 Jan66-?; also on SS-270, SSBN-629
 Obit: <https://www.mountainviewtacoma.com/obituaries/Nelson-Williams-5/#!/Obituary>

SAILORS REST YOUR OAR